

## New Haven Line – Catenary C-1b and Five (5) Bridges

**Project Numbers 0015-0296 /  
0301-0070**



### Project Description:

This Project consists of the replacement of approximately seven (7) miles of the existing four (4) track catenary system on the New Haven Line between Westport and Bridgeport (Structure Nos. 630 - 781). The construction of a new high speed interlocking CP248. The rehabilitation of the following railroad bridges is included in the catenary section C-1b block.

- Site No. 2 – Railroad Bridge over Fairfield Ave., Bridgeport
- Site No. 3 – Railroad Bridge over North Benson Road, Fairfield
- Site No. 4 – Railroad Bridge over Main Street, Bridgeport
- Site No. 6 – Railroad Bridge over Westway Road, Fairfield
- Site No. 7 – Railroad Bridge over South Ave., Bridgeport

### Project Team:

- Project Management: CTDOT District 1A Construction Office
- Project Designers: Washington Division of URS Corp.  
A. DiCesare Associates  
H. W. Lochner, Inc.  
Jacobs Civil Consultants, Inc.  
GM2
- General Contractor: Ducci Electrical Contractors, Inc.

### Project Status:

The project is currently under construction. Project stages include:

- Design: Completed and approved by CTDOT & MNRR.
- Award: April 10, 2007
- Notice to Proceed: May 25, 2007

### Project Milestones:

<u>Milestone</u>	<u>Original Schedule</u>	<u>Current Schedule</u>
Mobilization	October 21, 2007	November 29, 2007
Stage 5C - Install Temp. Platforms	October 13, 2009	August 31, 2010
Stage 6B - Cat. & Br. Work 4, 2 out	June 10, 2010	December 17, 2011
Stage 7B - Cat. & Br. Work 2, 1 out	December 11, 2010	January 18, 2013
Stage 8B - Cat. & Br. Work 1, 3 out	June 11, 2011	March 30, 2014
Stage 9 - Fairfield Ave. Road Work	August 05, 2011	November 13, 2014
Project Closeout	November 05, 2011	February 13, 2015

**Financial Summary:**

Funding: FTA (0301-0070): \$77.1 million  
State (0301-0070): \$19.3 million  
FHWA (0015-0296): \$4.4 million  
State (0015-0296): \$1.1 million

Original Budget: \$101.9 million (*Construction Contractor, Construction Administration, Utilities,*  
Current Budget: \$101.9 million *CE&I Consultant, Metro-North Flagging & Force Account*)

Construction Cost to Date: \$73.8 million (*Construction Contractor only*)

**Challenges and Risks:**Schedule Risk

- During the early stages a significant number of utility outages were required for the erection of the new catenary steel structures. These outages were only available during the spring and fall season and required approximately six (6) months of planning with utility to schedule.
- The necessary coordination between the bridge rehabilitation work and the catenary work.

Budget Risk

- Scope changes or revisions are being minimized or avoided whenever possible.

Risk to Operations

- The stages of the work require that two (2) mainline tracks be out of service continuously between interlockings CP255 and CP248. This means that Metro-North is operating on a single track in each direction for seven (7) miles. This may have a potential impact on time performance.

Interface with Other Projects

- Various station improvements.
- Substation Project.
- Metro-North Maintenance Projects.

**Major components completed to date:**

- Project Stages 1 through 8A.
- Catenary work on all four (4) tracks and all crossovers in CP255 is complete and returned to service.
- Catenary work on mainline Track 2 between CP248 and CP255 is complete and returned to service.
- Catenary work on mainline Track 1 between CP248 and CP255 is complete.
- Catenary work on mainline Track 3 between CP248 and CP255 is substantially complete.
- The Main Street Bridge is complete. This site was turned over to Metro-North Railroad for track installation on September 16, 2013.
- The South Avenue Bridge is complete. This site was turned over to Metro-North Railroad for track installation on January 29, 2014.
- The Westway Road Bridge is complete. The bridge was turned over to Metro-North for track installation on December 19, 2013.
- The North Benson Road Bridge is complete. This site was turned over to Metro-North Railroad for track installation on November 11, 2013.
- The Fairfield Avenue encased concrete girders are installed and post-tensioned. The bridge safety walk is poured and the deck waterproofing is complete. The remaining work is the ballast mat, deck drainage, ballast and the removal of the temporary ballast retainer between Track 2 and Track 1.
- Both Stage 9 Toe Wall Nos. 1 and 2 installations are complete at the Fairfield Avenue Bridge.